

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:20 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 561 Const Calendar Day: 961 Date: 26-Apr-2012 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.41"**Condition** Mostly cloudy w/intermittent rainWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Attended intermittent portions of the SAS Safety stand-down meeting from 8:00am to 12:00pm.

- Went to the Pier 7 warehouse to observe the ABF instructions by Ben Jones and Chuck Kanapicki to the Smith Emery technicians who will be responsible for taking measurements of the cable band bolt elongations. The technicians taking the measurements today include Jason Chuong, Allen Miranda, Jeff Reinheimer, and Brien Connolly. The manager of these technicians is Bill Norris who was also present for the instructions given by ABF and today's measurements.

- Performed a QA check of the first set of initial measurements taken with the Extensometer on the cable band bolts. The following is the list of cable band bolts measured today by SE technicians where I followed them confirming unstressed length measurements:

Cable Band	Bolts Measured (Unstressed)
8N	1-8
10N	1-14
12N	1-14
14N	1-14
16N	1-18
18N	1-18
20N	1-18
22N	1-18
24N	1-18
26N	1-18

I followed Jason and Allen who used the ABF#1 Extensometer to take the unstressed measurements of the cable band bolts for the North Side Span. I confirmed every measurement taken today by them with intermittent concurrence from ABF engineer Ben Jones. It should be noted that Jeff and Brien used ABF#2 Extensometer to check our measurements and no Caltrans engineer witnessed their operation.

There was some uncertainty by the SE technicians on how to read the dial on the extensometer gauge as the reading is in thousandths of an inch. It took the technicians awhile to correctly read the dial on the gauge as it was prudent for Caltrans engineers to witness this operation. Therefore instead of doing the math in our head it was agreed to break up the reading to eliminate user error. The first dial (smaller) is read to the nearest tenth or 0.00 then the larger dial is read to the nearest thousandth or 0.0000. The two readings are then added together for the final value.



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While taking readings it was observed that the dimples on the cable band bolt may have excessive galvanization and may need to be cleaned. Also the technicians must release the extensometer spring three times and have a similar reading on the larger dial to confirm proper seating of the extensometer needles into the dimples.

It should be noted that Chuck Kanapicki, Kevin Smith, and Brian Boal intermittently witnessed measurements taken.

- Began to compose a checklist for cable band bolt stressing operations.

Attachment



Loading suspenders onto a barge at Pier 7.



The model (OB26-30) and serial (11-6910) numbers on the ABF-1 Extensometer.



Smith Emery technicians using the ABF extensometers and Tai-Lin Liu using the Mini Max to measure the unstressed lengths of the NSS cable band bolts.



S-Wire used for wrapping the main cable stored in the Pier 7 warehouse.

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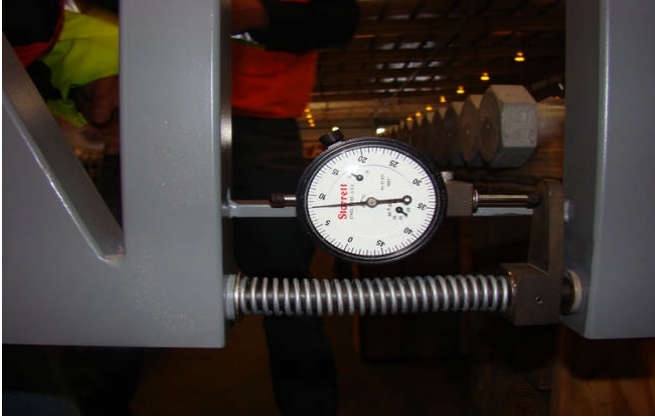
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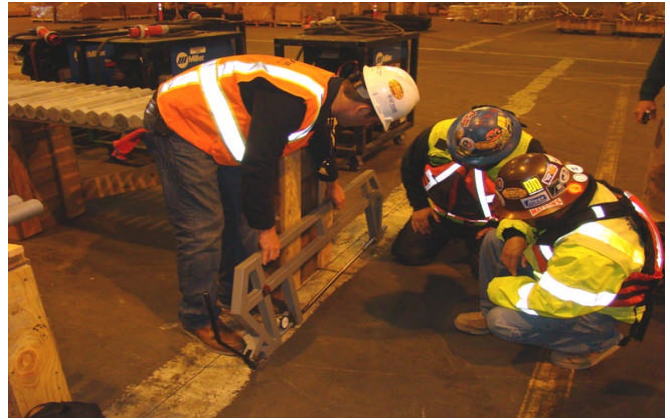
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Reading of 0.2081" on the ABF-1 Exstensometer using calibration rod ABF-5 prior to taking any measurements on the cable band bolts.



ABF engineer Ben Jones instructing Smith Emery technicians Allen Miranda and Jason Chuong on how to calibrate the Exstensometer.